



Official Publication of The Minnesota Transportation Museum, Inc.



MINNEGAZETTE

Post Office Box 1300, Hopkins, Minnesota 55343

JULY-AUGUST 1972

The Cover: Another "milestone" at 42nd Street; the 1st rail of 1972 and the new north line extension is hefted into position by MTM volunteers in early May. In the background, car '1300', on a crew training run stop-over, seems poised to follow the gandydancers Northward.

At this writing, the Como-Harriet has now reopened for the 1972 summer season.

Summer General Membership Meeting

The mid-summer general membership meeting of MTM will be held at 8 p.m. on Tuesday, July 18th, 1972 at the Como-Harriet Streetcar Line-42nd and Queen Avenue So. Members will be briefed on the Harriet restoration project. Feature program of the evening will include a presentation by Mrs. Margaret MacFarlane - Director of the Minnesota Valley Restoration Project, Scott County Historical Society.

All persons are requested to be at the 42nd St. Station platform not later than 8 p.m. to board #1300. Members may park autos in the Lake Harriet pavilion concourse area.

Welcome New MTM Members!!

Herman Rinke, Newark, New Jersey; Mrs. Chas B. Kerr, Mpls; Mrs. Margaret MacFarlane, Eden Prairie, Minn.; E.L. Tomberlin, San Leandro, Calif.; Dorothy Burke, Mpls.; Dorothy Gimmetad, Mpls.; Wm J. Graham, Jr., Washington D.C.; Scott Trewin, SanLeandro, Calif.; Dennie Magnusson, Center City, Minn.; Kathleen Heiderich, So. St. Paul, Minn.; John Larkin, Edina, Minn.; Al Kobul, Fargo, N.D.; John Malven, Mpls; Kent Here (Linden Hills Merchants Assn) Mpls.; J.R. Coelho, Mpls; Mrs. Goodrich Lowry, Wayzata, Minn.; Neal J. Christy, Mpls.; Kermit Hedman, New Brighton, Minn.; E.F. Muehlberg, Mpls.; Mona E. Griffin Simcox, Mpls.; Rick Krenske, St. Paul, Minn.; and Donald Wolf, St. Paul, Minn. Welcome Aboard!!

MTM to Co-Host NMRA Convention

The Thousand Lakes Region National Model Railroad Association and the Minnesota Transportation Museum will co-host the 1972 NMRA Convention to be held this Oct. 7, 8, 9, at the North Star Inn, Minneapolis.

Included in this year's program will be visits to the Minnehaha Depot, Dan Patch Locomotive #100 -North America's premier internal combustion railway locomotive - and a ride aboard Como-Harriet car #1300, of course. Members interested in helping with the program are asked to contact TLR personnel John Holmes at 869-1112 or Mike Engler at 938-8598.

'Spruce-Up' for #1300

In advance of the Memorial Week-end opening of the Como-Harriet Line for the '72 season, Museum crews labored long and hard to prepare car #1300 for her debut. Under the aegis of Operations Chief Bob Renz and his men, the following was accomplished; completely overhauled & repainted car fender (cow-catcher to the neophyte), fabrication and installation of new outside air-pressure tank, painting of outside trim, inside ceilings, floor, controller, motorman controls area and other interior related

'Spruce-Up' cont.

hardware, complete tune-up and rebuilding of the temporary 'goat' power-generator car with addition of a 30 gallon "long-range" fuel tank. Congratulations to Operations for a job neatly done. Thanks to our able and willing volunteers "Trolley" was in superb condition for her press pictures and the thousands of patrons over opening weekend.

The Harriet Work Schedule ---All Members please note!!

Below is the new accelerated July volunteer crew work schedule for the Como-Harriet car line. Even though purely "volunteer" in nature, rigid adherence to this schedule by individual members is absolutely vital if we are to accomplish the MTM's broad historical undertaking at Harriet and have our new North line open by Aquatennial. It is important that we bear in mind that our overall effort is diminished by any member who fails to live up to a personal commitment. Lest we forget that only our all-out dedicated effort has brought us this far, we feel it appropriate to again reemphasize the responsibility of the member-worker.

- 1) The member concerned should review the published schedule and note his assigned work day.
- 2) If a conflict develops and the member simply cannot attend - it is his obligation to work out a switch of date with a fellow member and advise his crew foreman of the change immediately.

Simple 'no shows' put an undue and unacceptable physical burden on the rest of the work crew and creates a great deal of friction between members. We shall not comment further on this!

- 3) The regular Saturday work day begins at 9 a.m. sharp until noon; and 1 p.m. sharp to 6 p.m. sharp.
- 4) Track workers shall not loiter around the streetcar during working hours -for obvious reasons. We have a job to complete and "must make track while the sun shines" to paraphrase.

The marvelous progress at Harriet over the past two years can only continue to completion with all members pulling together, each carrying his share of the load. We need every hand to reach our goal! Do your part when called upon - willingly, promptly, and cheerfully. We've begun the job - now, lets finish it with gusto.

| <u>Date</u> | <u>Day</u> | <u>Foreman</u> | <u>Work Crew</u> |
|-------------|------------|----------------|---|
| 7-1 | Saturday | Sandberg | Baker, Harrison, Hawkey, Kedrovsky, Thompson |
| 7-2 | Sunday | Isaacs | McCarthy, Nerman, Reader, Smith |
| 7-8 | Saturday | Heiderich | Phillipps, Obern, Mackner, Coehlo, Ferch |
| 7-9 | Sunday | Dumas | Schumacher, Weiss, Larkin, Svobodny |
| 7-15 | Saturday | Martin | Seever, Shogren, Zacharia, Knott, Benson Sr., & Macnie |
| 7-16 | Sunday | Arneson | Chotkowski, Dollery, Haskell, Juneau |
| 7-22 | Saturday | Podas | Nelson, Middlesteadt, McCoy, Hellier |

WORK SCHEDULE CONT.

| <u>Date</u> | <u>Day</u> | <u>Foreman</u> | <u>Work Crew</u> |
|----------------|------------|-----------------|--|
| 7-23 | Sunday | Diers | Bensen Jr., Janke, Rubin, Parker |
| 7-29 | Saturday | Lindberg | Ahlgren, Anderson, Robt. Kleinhans, Verhey |
| 7-30 | Sunday | Anderson | McCauley, Bergstrom, Fuller, Olsen, Wm. |
| <u>Foremen</u> | | | |
| George Isaacs | 484-7512 | Norm Podas | 588-9643 |
| Herb Pinske | 724-4533 | Grant Arneson | 377-2315 |
| Keith Lindberg | 455-5589 | Mark Anderson | 825-7851 |
| | | Scott Heiderich | 455-3296 |
| | | Loren Martin | 789-4297 |
| | | Frank Sandberg | 890-2830 |
| | | Bob Dumas | 473-9538 |

Note Foremen; It is important that you call each member of your crew at least one week before your assigned detail to verify attendance.

Scenes from the Past - New/Old Postcards Issued

We've brought back the past, again. MTM has published a three-card series of 1908 postcards dealing with scenes along the Twin City Rapid Transit System lines. Each is an authentic reproduction of a vintage postcard, and a souvenir of the now restored Come-Harriet Carline. Two cards specifically deal with views of the Minnetonka high-speed interurban portion of the Come-Harriet; the third card pictures early standard cars at Indian Mounds Park in St. Paul.

All three will be made available for sale at 10¢ each on #1300 this summer--proceeds to go toward further restoration of the "Glen" line.

Motormen, Conductors: Lend us your Talents

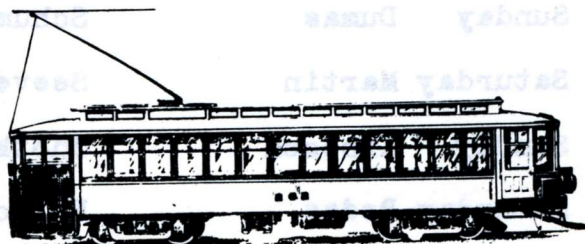
Openings for motormen, conductors and station area attendants are again available this summer. You too, can engage in an almost forgotten vocation (or part time avocation). Eligibility for car operation is restricted to members 21 years of age or over, available for occasional week-end and Wednesday evening operation. Call Bill Cordes at 224-7196. Relive old times; become a part of history in motion! Sign up today!

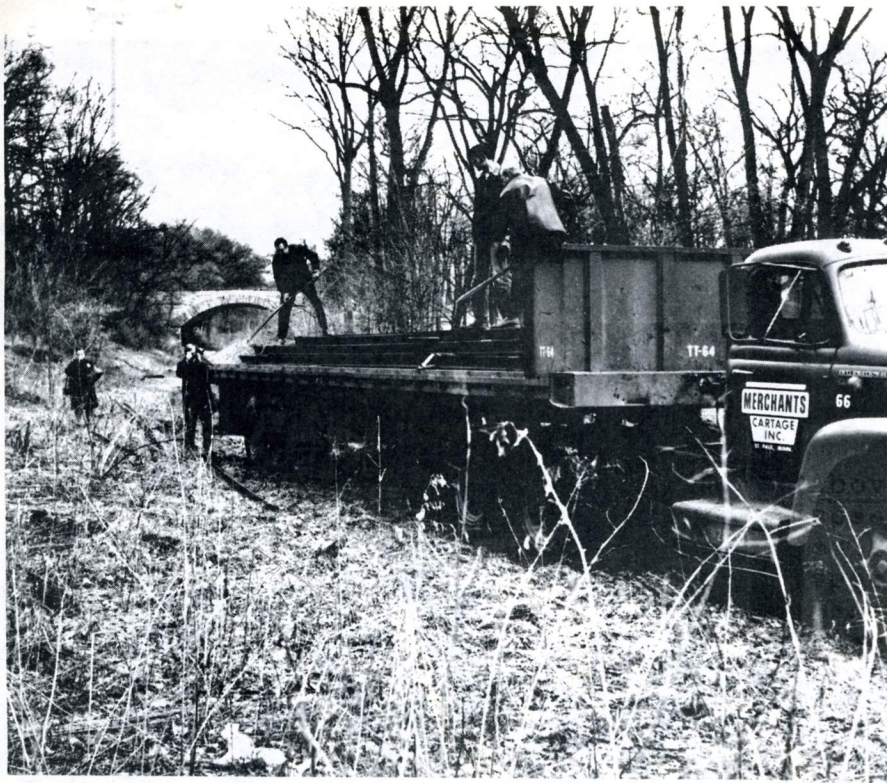
Of Patches & Symbols

Museum Member Loren Martin advises that the special embroidered "MTM" and "Twin City Lines" cloth uniform sholder patches are now ready and available to all Museum members at only 50¢ each. These patches are of excellent quality and well worth the price (which is virtually 'at cost'). Members interested in ordering copies should contact Loren at 789-4297.

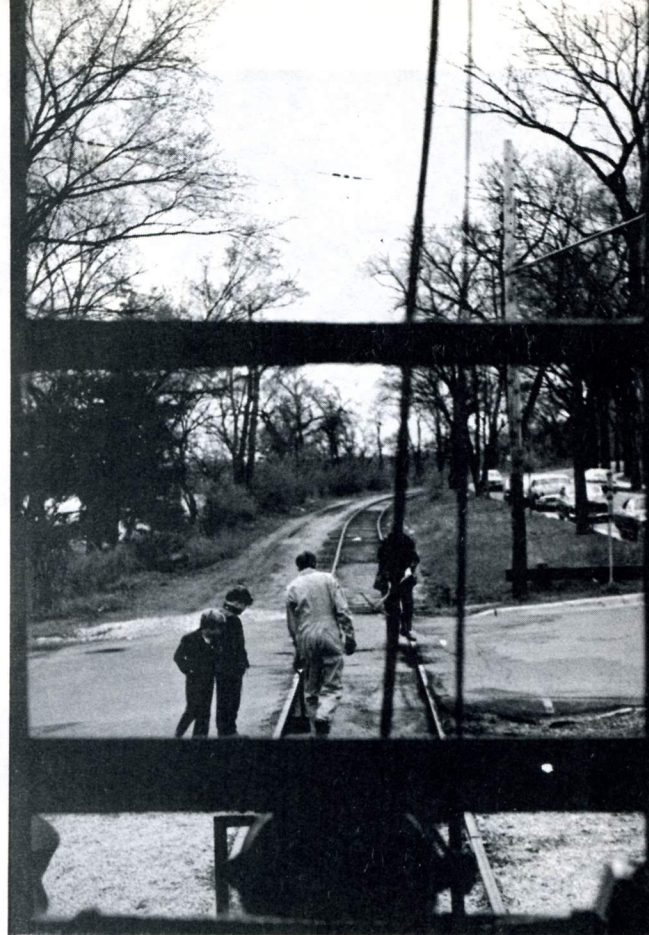
In Coming Issues:

- there's a streetcar in our future!
- electrification plans





Above: 200 speed camera shutter catches a rail length between earth and sky as supplies are delivered in early May. Messrs: R. Olson, Stein and Diers do the honours. **Right:** Platform view from "1300" shows Ray Bensen Jr. & John Diers cleaning winter's debris from the 42nd St. flangeway while young "sidewalk supers" offer advice.

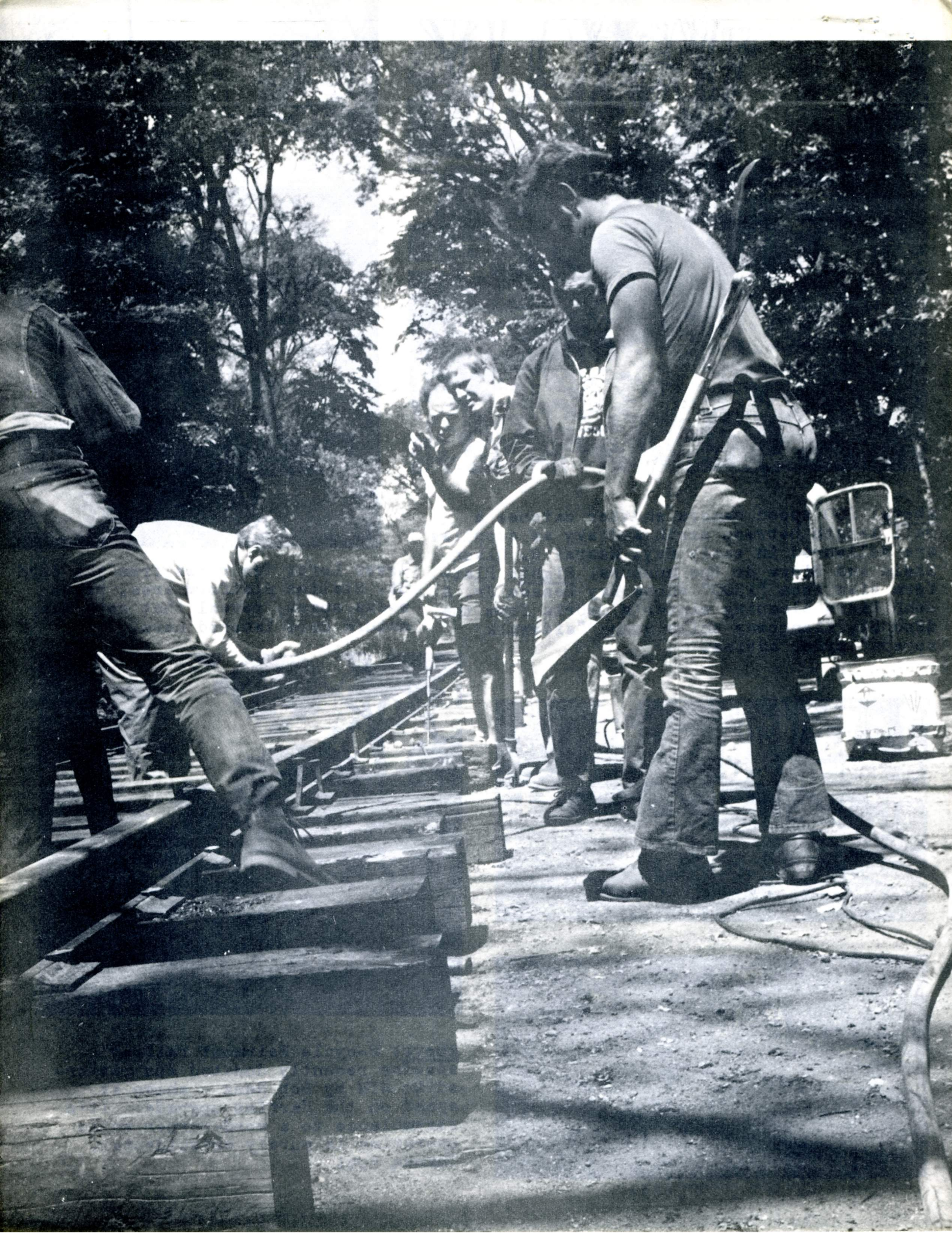


Lower Left: Two views from the 42nd St. Station platform area, taken weeks apart, reveal that both man, nature have labored here.



Above: 2-cycle Fairmont railway speeder recently donated and restored to MTM by Bob Renz - shown at speed on the Harriet upgrade. It's resemblance to a weed-burner while operating is purely coincidental. Thanks, Bob!







MINNESOTA STREETCAR MUSEUM

PO Box 16509
Minneapolis, MN 55416-0509
www.TrolleyRide.org

August 2021

Pursuant to board action at the August 5, 2021 meeting of the board of directors and in honor of the 50th anniversary of operation of the Como-Harriet Streetcar Line the attached materials are being republished by the Minnesota Streetcar Museum under the under the Creative Commons "Attribution-ShareAlike 4.0 International" and "Attribution-ShareAlike 3.0 Unported" licenses. You may choose either license as suited for your needs. In particular, the 3.0 license is meant to be compatible with the Wikipedia project.

In general, these licenses will allow you to freely:

- **Share** — copy and redistribute the material in any medium or format
- **Adapt** — remix, transform, and build upon the material for any purpose, even commercially.

Under the following terms:

- **Attribution** — You must give appropriate credit, provide a link to the license, and indicate if changes were made. You may do so in any reasonable manner, but not in any way that suggests the licensor endorses you or your use.
 - **Please credit the *Minnesota Streetcar Museum* and provide our URL www.trolleyride.org** We would also appreciate hearing about your re-use of our materials though that is not a requirement of the license.
- **ShareAlike** — If you remix, transform, or build upon the material, you must distribute your contributions under the same license as the original.
- **No additional restrictions** — You may not apply legal terms or technological measures that legally restrict others from doing anything the license permits.

You do not have to comply with the license for elements of the material in the public domain or where your use is permitted by an applicable exception or limitation.

No warranties are given. The license may not give you all of the permissions necessary for your intended use. For example, other rights such as publicity, privacy, or moral rights may limit how you use the material.

Please review these licenses at the Creative Commons site for full legal code and details on allowed uses:

- Creative Commons Attribution-ShareAlike 4.0 International:
 - <https://creativecommons.org/licenses/by-sa/4.0/legalcode>
- Creative Commons Attribution-ShareAlike 3.0 Unported
 - <https://creativecommons.org/licenses/by-sa/3.0/legalcode>

If these licenses are not appropriate for your needs, for example you want to use the material commercially without crediting us or do not want to share your contributions under the same license please reach out to us for other options.

We Make Minnesota's Electric Railway History Come Alive!